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1,309,714 56

BASE OF NORTH AMERICA, New York, Dec. 18, 1857.

A DIVIDEND of THREE PER CENT has been third by declared, payable on MONDAY, 11th Junear, 1858. The Transfer Books will be closed from 25th inst. till 18 proc.

A DIVIDEND of THREE PER CENT on the Capital Stock of this Bankwill be payable to the Stockholders on the 5th day of January, 1859, until which time the Transfer Books will be closed.

MARKET FIRE INSURANCE Co., New York, Jun. 2, 1859.

A SEMI-ANNUAL DIVIDEND of SEVEN PER CENT of the Capital Stock has this day been declared, payable on demand. By order. ASHER TAYLOR, Sec.

OFFICE OF TRE PROPLE'S FIRE INSURANCE Co...

NEW YORK, Juniary 5, 1859.

A SEMI-ANNUAL DIVIDEND of SIX PER CENT has been declared by this Company, payable on demand.

By order of the Board.

W. F. UNDERWILL, Secretary.

MERCHARTS' EXCHANGE BANK IN THE CITY OF NEW-YORK, December, 31, 1857.

DIVIDEND.—The Board of Directors of this Bank have declared a SEMI-ANNUAL DIVIDEND of THREE PER CENT on the Capital Stock, payable on and after the 9th day of January next. By order.

E. J. OAKLEY, Cashler.

OFFICE OF THE SECURITY FIRE INSURANCE CO.,
No. 31 Pine-st. (Great Western Bolloings), N. Y. S.
DIVIDEND.—The Board of Directors has this day declared a dividend of SEVEN (7) FER CENT, pays the op-demand.
Jan. 11, 1858. OFFICE OF THE PACIFIC FIRE INVERANCE CO. )
Corner of Grandest, and Broadway, Jan. 4, 1858.

DIVIDEND.—The Board of Directors of this
Configure bare THIS Day.

Company have THIS DAY declared a Semi-Annual Divi-dend of TEN (10) PER CENT on the Capita Stock of the Com-pany, payable on and after the 1th instant. T. F. JEREMIAH, Secretary.

OFFICE PANAMA RAILROAD COMPANY,
No. SE Wall-st., New-York, Jan. 4, 1853.

DIVIDEND NOTICE.—The Board of Directors of this Company,
out of the certified the stay declared a DIVIDEND
on to the certifies of the road for six months ending Dec. 31,
267, psychie on and after the 16th inst.
AUGUSTICS HOFFMAN. Pressure. AUGUSTUS HOFFMAN, Treasurer.

TREASURER'S OFFICE. CLEVELAND, COLUMBUS AND CINCINNATI RAILROAD COMPANY—CLEVELAND, Dec. 24, 1857.

A SEMI-ANNUAL DIVIDEND of FIVE
PER CENT has been declared from the net earnings of this
Ganyany for six months ending Dec. 31, payable to the Stockholders respectively on and after the 1st day of February nuxt.
Stockholders registered on the New York books will be paid at the
Phenix Bank, New York. Transfer books will be closed from Jan.
20 to Feb. 1, Suchusive. By order of the Boats.

T. F. HANDY, Transfer.

No. 56 Wallest Jan. 6, 1852.

DIVIDEND.—The Board of Directors have this greatered a SEMI-ANNUAL DIVIDEND of FIFTEEN FER CENT on the Capital Stock, payable on and after MONDAY NEXT, the 11th inst.

JOHN MILLER, Secretary.

DIVIDEND.—The Directors of the COLUM-

DIVIDEND.—The Directors of the COLUMBIA FIRE INSURANCE COMPANY have this day declared a SEMIL-ANNUAL DIVIDEND of FIVE PER CENT on the capital stock, payable at their

New Office, No. 10 Wall st.,
on and after the 12th inst. The transfer books will be closed until that date.

OFFICE OF THE NEWTON COPPLE FACILITYTHE CO.,
No. 14 Frankfortest, New YONE, Jan. 5, 1859.

DIVIDEND.—The Board of Directors have this day declared a semi-sumual DIVIDEND of THREE PER CENT on the capital stock of the Company, payable on and after the 15th inst. The Transfer Books will be closed from the 12th to the 16th stat. By order of the Board.

SAMIL ORCHARD, Secretary.

MERCHANTS' INSURANCE Co., Ocean Bank Building, }
CORNET Fulton and Greenwichests., New YORK, Jan. 4, 1258.

DVIDEND.—The President and Directors have
the day declared a SEMI-ANNUAL DIVIDEND of TEN
PER CENT, payable on and after Saturday, Jan. 9, 1859. The
Transfer Books will be closed until that date.

J. L. DOUOLASS, Sec'y.

CLINTON FIRE INSURANCE COMPANY, SERVICIONS, Jan. 7, 1838.

DIVIDEND.—The Board of Directors of this Company have this day declared a sent annual Dividend of EIGHT (6) PER CENT, payable on demand.

AS R. AMES, jr., Secretary.

MERCANTILE BANK.—A Dividend of FIVE PER CENT (5 per cent) on the Capital Stock of this Bank has been declared, payable on the 15th, first.

E. I. BLAKE, Cashier.

MECHANICS AND TRADERS' BAYE, SEWEYORK, Jan. 8, 1839. S.

NOTICE to the STOCKHOLDERS is hereby given, that a DIVIDEND OF THREE AND ONE-HALF per cent on the capital stock of the Bank has been declared payable on and after TUESDAY next, 12th instant. By order of the Board.

THE PARK BANK—DIVIDEND.—The Pres-ident and Directors have this day declared a SEMI-ANNUAL DIVIDEND of THIREE PER CENT, payable on and after the 11th of January next.

The Transfer Books will be closed from the 4th to the 11th Jan-nary.

CHARLES A. MACY, Cashior.

OFFICE PANAMA RAILROAD COMPANY, No. 58 WALL-ST., & New-York, Doc. 31, 1857.

THE SEMI-ANNUAL INTEREST on the CONVERTIBLE BONDS of this Company, due on the 1st of January, will be paid on the presentation of the Coupons at the Office of this Company, on and after the 2d January, 1858. The Books for the Transfer of Nock will be closed from this date to the 18th January, 1858, inclusive.

By order of the Board.

AUGUSTUS HOFFMAN, Treasurer.

CHICAGO AND ROCK ISLAND RALLROAD COMPANY.—The Coupons of the Bonds of this
Company due 10th inst. will be paid at the Mechanics Bank
The Coupons of the Bonds of the RAILROAD BRIDGS COMPANY, due 10th inst., will be paid at the Corn Exchange Bank NOTICE.—The COUPONS of the CLEVE-LAND AND TOLEDO RAILROAD COMPANY will be paid from and after the lot of January, 1881, at the CORN EX-CHANGE BANK.

J. B. WARING, President.

BY SIMEON DRAPER, Office No. 46 Pine-at., Door, of William.—Regular Auction Sales at the Merchant Exchange EVERY DAY. Stocks and Bonds bought and sold a Private Sale.

8ALE THIS DAY, at 124 o'clock. See Catalogue.

MECHANICS AND TRADERS' BANK, NEW-YORK, Dec. 29, 1857.
DUBLIC NOTICE is hereby given that an Elec-WEDNESDAY, Jan. 13, 1856, at the Banking Ho Grand-st.

Also, at same time and place, an election will be held for three
Inspectors of the next election thereafter cusning for Directors of

Inspectors of the next countries and Bank.

The poll will be open from 2 to 3 o'clock p. m.

By order of the Board.

OEO. W. YOULE, Cashier.

By order of the Board. ROSEHILL SAVINGS BANK, corner of 14th

at and Shav, will allow interest at the rate of six per cent on all same under \$1,000. Open daily. WM. F. HAVE-MEYER, President. J. BRINKERHOFF, Secretary. MARINERS' SAVINGS INSTITUTION, IN Third-av., corner 9th-at., open DAILY from I a.m. to 2 p.m. and on WEDNESDAY and SATURDAY from 5 to 2 p. m. In terest allowed on deposits.

1. T. SMITH. Secretary.

STATE of CONNECTICUT, New-London County, sa-Colchester, Dec. 26, 1857.—The undersigned. Ocurity, sa.—Colcibester, Dec. 26, 1857.—The undersigned, lawing been appointed by the Superior Court of this State, within and for New-London County, Receivers of all the effects and property of the Colcibester Bank, and having soccepted said trust and gaven-bonds according to law, hereby give notice that and Court has limited the time between the lat day of January, 1858, and this last day of March, 1858, for the creditors of said Sank to present their ciaims to said Receivers, or be debarred a recovery thereof; and that they will give at the Banking House of said Colcibester Bank in said Colcibester, to hear and act from all such columns are made to the control of the c

claims as may be presented to them during said time so limited on the 2d day of February and the 2d day of March, 1833, a 9 ovclock in the forencom on each of said days. Claims may be presented to wither of the said Receivers. HENRYM. STARK WEATHER Of Norwich. | Receivers. EDWARD Y. THOMAS of Colchester.

CAST RIVER SAVINGS BANK, No. 3 Cham-

Let ber et. 1800 doors from Chatham.—Interest at the rate of 5 per ocut per annum will be paid on sums from \$5 to \$500 inclusions, and 5 per section must over \$500. All money deposition or before the 5th day of January, will draw interest from the let of January. Bank open daily from 10 a. n. to 2 p. m. and on Tharday from 50 a. n. to 2 p. m. and on Tharday from 50 a. TEER H. TITUS, President.

G. A. WHITNEY, Secretary.

J. Jay KNOZ, J. B. Paul.

B. M. KNOZ, J. B. Paul.

Bank of Vermon, New-York.

SAINT PAULL, MINNESOTA—J. J. KNOX &

On. BANKRES.

Rofer to Atlantic Bank, New-York; Marine Bank, Chicago.

CAUTION.

OFFICE OF THE GREAT WESTERN BUILDING, No. 33 Pine-st., Great Western Bullding, No. 33 Pine-st., New-York, Jan. 7, 1838.

Messus Entrons: You will please publish the annexed topy of a letter received by this Company from the Controller of the State for public information:

of the State for public information:

CONTROLLER'S OFFICE, STATE OF NEW YORK, Albany, Dec. 19, 1357.

GEORGE D. COGGESHALL, Edg. Assistant Secretary, &c.

Hear Sir: Yours of the Bith inst. is received.

The Great Western Insurance and Trust Company of Phila
delphis has no authority to transact the business of Insurance
in the City of New York. Respectfully yours.

(Signed)

L. BURROWS, Controller.

The Company above referred to have advertised the establish nent of an Agency in this city, locating the same in the base ment of the building occupied by this Company. The similarity of the name, and the location (at No. 33 Pinc-st.,) are well calplated to mislead the public; and, as certificates of the stock of said Company are being offered for sale, and several persons have called at this office to inquire if it is the genuine stock of this Company, we feel constrained to publish this card, to prevent misapprehension. DOUGLAS ROBINSON, See'y.

DY ALBERT H. NICOLAY, Anctionert.

BY ALBERT H. NICOLAY—Office No. 4
Broadest—REGULAR AUCTION SALES of Stocks,
Bond's, Notes and other Securities EVERY BAY—Stocks and
Bond-bought and sold at private sale and at the Brokers' Board.
Sale THIS DAY, as 12] oclock at the Merchants' Exchange,
For full patitudiars are Catalogues or Journal of Commerce
For full patitudiars are Catalogues or Journal of Commerce
Courser and Morning Express.

FIVE THOUSAND DOLLARS to LOAN on

bond and mortgage on real estate in the City of New-York.

#### Sales bn Anction.

A SSIGNEE'S SALE.—The undersigned, assignee of the late firm of Thomas & Latarops, will offer for
sole at public suction, at No. 188 Washington-street, in this city,
on Friday, the 18th day of January, proximo, at 10 ofclock at in,
the interest which said firm held in a contract for Printing for the
People of the State of New York, for the year 185;
Particulars and terms will be made known at the time of offering the said interest for sale.—Dated Butfalo, December 39, 1337.
In E. HOWARD, Assignee.

BY BANGS, BROTHER & Co.—Trade-Sale Resons, No. 13 Park row. WEDNESDAY and THURSDAY January 13 and 14, at 4 THE ENTIRE PRIVATE LAW LIBRARY of the late EDWARD SANDFORD, esq., numbering over 2,000 volumes, and forming the most valuable, complete, and best selected Law Library ever offered at public sale.

CROCKERY, GLASS and CHINA at auction by J. S. H. BARTLETT on TUESDAY, Jan. 12 at 19 o'clock, at No. 221 Pearlet, without reserve, all kinds of White Granite, blue and common Ware, China Britannisware, Glassware, &c., in t-4s from the shelves to suit city and country dealers. Goods well packed for shipping. Sale positive.

DANIEL S. HOUGH, Auctioneer, Office No. 250 Broadway, will sell at Auction on TUESDAY, Jan. 12 (this day), at 12 o'clock a m., from the private residence No. 248 West 25d-st, near 8th-sv., all the splendid FURNITURE contained in the Loue; a new-spaper description is impossible—to be appreciated must be seen. The catalogue, now ready, contains over 440 lots of superior first-class furniture, and a large quantity of elegant Decorations. Works of Art, &c. Sale positive, and no postponement on any account.

JAMES M. MILLER will sell, on WEDNES-DAY, Jan. 13, 1828, at 10 o'clock, at the Ship Yard of George & J. R. Steers, foot of 7th st. East River, by order of executors, the entire stock of SHIP TIMBER &c. consisting in parts, fluctorks, Plank, Knees, Standards, Landing Ways, &c. Also, Jack Sers ws, Blocks, Falls, Spikes, Chains, &c. Also, one pair stout matched Horses; Carts, &c. Catalogues of sale at the auc-tion room, No. 81 Maiden lane.

PEREMPTORY SALL of VALUABLE PROP-ERTY on BROADWAY, 307tH and 318T. STREETS. at AUCTION, to CLOSE an ESTATE.—E. H. LUDLOW & Co-cill sell at Anction, on TUESDAY, Jan. 19, 1858, at 12 o'clock, at the Merchaute' Exchange: JCARDIANS SALE BY ORDER OF THE SUPREME COURT, UNDER THE DIRECTION OF SOPHIA BEACH, SPECIAL GUARDIAN. BROADWAY and 30TH-ST.—The three valuable Lots on the contract corner of Broadway and 30th-st, being each 38 f. 5 in. tont, 24 ft. 8 in, rear, and varying in depth from 72 ft. 9 in. to 101 t. 1 in.

DEREMPTORY SALE of valuable REAL ES-PEREMPTORY SALE of valuable REAL ESTATE in New-York and Brooklyn at auction.—E. H. LUDLOW & Co. will sell at auction on FRIDAY, Jan. 15, 1859, 412 o'clock, at the Merchants' Exchange, New York, by order of he Supreme Count, the LOT of LAND in the City of New York, the TWO STORES and BULDINGS thereon, known as Soa, 304 and 3048 Bowery, west side, between thousand and Bercekersts. Lot 27 feet 59 inches wide by 96 feet deep.

Also, at the same time and place, the LOT of LAND in the Sity of Brooklyn, with handsome, substantial three-story and assement BRICK HOUSE thereon, known as No. 7 Union place, inionsit, south side, between Columbia and Van Brunt-sta, trooklyn. Lot 20 feet 6 inches by 100 feet. House 20 feet 6 sches by 40 feet.

Brooklyh. Det 20 let to hade 5 hades by 40 feet.

Also, the LOT of LAND in the City of Brooklyn, with handsome, bubstantial twe-story, attic and basement BRICK
HOUSE, with Italian roof, in Union-st, known as No. 12 Unionplate, Brooklyn. Lot 22 feet by 10a feet. The two last mentioned pieces of property are within three
minutes walk of Hamilton-av. Ferry. For terms and particulars
apply to

E. H. LUDLOW & Co., Austioners,

No. 14 Pinest., New York.

## Copartnership Notices.

NOTICE.—The Copartnership heretofore existing between the undersigned, ander the name, style and firm of CHARLES S. LITTLE & Co., has been dissolved, by CHAS. S. LITTLE, E. C. LITTLE, J. CUSHING, R. J. COOPER. New York, Jan. 1, 1858,

The undersigned will continue the HARDWARE, CUTLERY and FIRE-TOOL BUSINESS, at Nos. 33 and 34 Fulton-st., unand EDGE-TOOL BUSINESS, at Nos. 33 and 34 Fulton etc., ider the same name and firm of CHARLES S. LITTLE, CHAS. S. LITTLE, J. CUSHING.

NOTICE is hereby given that Mr. EDWARD KING is authorized to sign our firm name per procuration, and to act for us.

New-York, Jan. 2, 1856.

AMES G. EING'S SONS. JOHN W. QUINCY having associated with him

Mr. GYORGE DAYTON, the business will acresfier be conducted under the firm of JOHN W. QUINCY & Co. New-York, January 1, 1858.

NOTICE.—We have given up, from this day, the dontinuance of our New York establishment to our er attorney Mr. JULES LORIMIER, who will continu the business under his own name and for his own second.

Mr. JULES LORIMIER is authorized to make all collections and settlements concerning the liquidation of our New-York establishment, and consequently shall beneforth size, by procuration, JEANJAQUET BROTHERS, in liquidation.

JEANJAQUET BROTHERS.

Neuchatel (Switzerland) and New-York, Jan. 1, 1858.

The undersigned will succeed to the hostness of Jeanjapuet Erethers, and will also transact a general BANKING and COM-MINSION business under his own name. JULES LORIMIER. New York, Jan. 1, 1858. Mr. HIPPOLYTE LECOUR, Jr., is authorized to sign my

NOTICE.—Mr. JOHN A. C. GRAY this day retires from the firm of BAILEY, SOUTHARD & Co. New York, Dec. 31, 1857.

COPARTNERSHIP.—The Dry Goods Commission Business will be continued from this date by the subscribers, under the same firm, BAILEY, SOUTHARD & Co. MARCUS SPRING (Of the late firm of Spring, Bradley & Buffum). FLOVID BAILEY, CHAS. H. SOUTHARD, New-York, Jan. J. 1857.

THOS. B. MUSGRAVE,

### Ocean Steamers, &c.

GREAT REDUCTION of FARE to EUROPE.

From New-Tork:

From Southampton, Havre, or Bretage.

Sterrage.

District claim.

Solid From Southampton, Havre, or Bretage.

Solid First Cabin.

Solid From Cabin.

Solid From Cabin.

Solid From Southampton, 40 Steerage.

Loulow, commander, and NORTH STAR, 2,500 tuns, P. E. Lefevre, commander, and NORTH STAR, 2,500 tuns, P. E. Lefevre, commander, to sail from Pier No. 3. North River, at moon precisely, carrying the United States Mail, viz:

Leave New York for Southampton, Havre and Bremen.

ARIEL. Saturday, Jan. 25 Saturday, Feb. 20 Wed., 46-b. 24 NORTH STAR.

Feb. 20 Saturday, MA 20 Wed., MA 22 Wed., MA 22 These steamships touch at Havre.

District From Southampton Southampton and Parts. For passage or freight apply to.

D. TORRANCE, Agent, No. 5 Sowling Green, N. Y.

NEW-YORK and LIVERPOOL UNITED STATES MAIL STEAMERS.—The ships composing this see: The ATLANTIC, Capt. Oliver Eldridge; the BAL-Capt. Joseph Comstock; the ADRIATIC, Capt. James

here skips have been built by contract expressly for Govern-nt service, every care has been taken in their construction, as in their engines, to insure strength and speed; and their emmedations for passengers are unequaled for elegance and fort.

confort.

The steamers of this line have improved water-right compartments, and no expone has been spared to make them all as good new; the thorough examination given them proves their mode construction yet unequaled.

Price of passage from New-York to Liverpool in first cabin, silvo, in second do., \$73. From Liverpool to New-York, 30 and guineas. An experienced surgeon attached to each ship. No erths can be sectured until paid for.

PROPOSED DATES OF SAILING.

TROM NEW-YORK.

PROPOSED DATES OF SAILING.

FROM SEW-YORK.

SATURDAY. Jan. 16, 1858; WEDNESDAY. Feb. 3, 1858;
SATURDAY. Feb. 13, 1858; WEDNESDAY. Mar. 3, 1854;
SATURDAY. March 13, 1858; WEDNESDAY. Mar. 3, 1854;
SATURDAY. March 13, 1858; WEDNESDAY. Mar. 21, 1855;
SATURDAY. April 10, 1858; WEDNESDAY. Apr. 22, 1854;
SATURDAY. April 24, 1859; WEDNESDAY. May 12, 1855;
SATURDAY. May 8, 1858; WEDNESDAY. May 26, 1858;
SATURDAY. June 9, 1858; WEDNESDAY. June 9, 1856;
SATURDAY. June 10, 1858; WEDNESDAY. June 92, 1858;
SATURDAY. June 10, 1858; WEDNESDAY. June 92, 1858;
SATURDAY. June 10, 1858; WEDNESDAY. June 92, 1858;
SATURDAY. June 10, 1858; WEDNESDAY. June 93, 1858;
SATURDAY. June 10, 1858; WEDNESDAY. June 93, 1858;

ROYAL MAIL STEAMSHIP AFRICA.-Condispuses are informed that the Africa will commence dis-changing on WEDNESDAY MORNING the 18th inst.

All goods for which permits are not received will be sent to the Bondled Warehouse, Jersey City, and be subject to storage. E. CUNARD, No. 4 Bowling Green.

FOR SAVANNAH and FLORIDA—UNITED STATES MAIL LINE.—The favorite steamship FLORIDA.

Capt. Issac Crowell, will leave for Savannah on SATURDAY, Jen. 16, at 3 o'clock, from Pier No. 4 North River. Bills of lading signed only on beard. For freight or passace anyly to SAM LL.

MITCHILL, No. 13 Broadway. Steamers for Florida connect with the above, and leave on Mondaya, Wodnesdays and Fridays.

FOR LIVERPOOL.—The United States Mail A STATES Mail stramship BALTIG, J. J. Comstock, commander, will depart with the United States Mails for Europe positively on SATURDAY, January 16, as 12 o'clock m., from her berth at the foot of Canal et. For Freight or Passace, having unequaled accommodations for elegance and comfort, apply to FDWARD K. COLLINS, No. 55 Wall-st. Passengers will pease be on board at H o'clock a. m. All betters must pass through the Post-Office; any others will be returned.

S TEAM between NEW-YORK and EDINBURGH, 2.90 tims, Win. Cumming, Commander;
NEW-YORK, 2.10 tims, Robert Craft, Commander;
OLASGOW, 1.842 tims, John Duncan, Commander.
The Giasgow and New York Steamship Company intend sufficient mew and powerful steamers from New York to Giasgow, 1000.

The Orac and powerful steamers from Section Follows:

FROM KEW YORK.

New York.

SATURDAY.

January 16

RATES OF PASSACE.

First Cabin.

ST.

Third-class, found with cooked provisions.

An experienced Surgeon attacked to each steamer.

For freight or passage apply to

JAMES RAEBURN. Agent,

No. 17 Broadway.

New-York City bills or gold only received for passag

THE LIVERPOOL, NEW-YORK and PHIL-ADELPHIA STEAMSHIP COMPANY'S Clyde-built tron

ADELPHIA STEAMSHIP COMPANY'S Clyde-built from correw steam dipseCITY OF EALTIMORE. 2.387 tuns. Capt. R. Leitch.
CITY OF WASHINGTON. 2.380 tuns. Capt. 9. C. Petrie.
CITY OF WASHINGTON. 2.380 tuns. Capt. 9. C. Petrie.
CITY OF WASHINGTON. 2.380 tuns. Capt. 9. Kennedy.
KANGAROO. 1.74 tuns. Capt. 1. Ca

pool, \$45.

These steamers are constructed with improved water-tight compartments. Each vessel carries an experienced surgeon, and every attention paid to the comfort and accommodation of pas-

Steamboats and Railroads. FOR BOSTON and PROVIDENCE via NEW-PORT and FALL RIVER.—The splendid and superior steamer BAY STATE, Cept. Jewett, leaves New-York every TUESDAY, THURSDAY and SATURDAY, at 4 o'clock p. m., and the STATE OF MAINE, Capt. Brayton, leaves New-York every MONDAY, WEDNESDAY and FRIDAY, at 4 o'clock p. m.; from Pier No. 3, N. R., near the Battery; both touching at New pout each way.

Hereafter no rooms will be regarded as secured to any applicant until the same shall have been pedd for.

Fixipht to Boston is forwarded through with great dispatch by an Express Freight Train.

an Express Freight Train.
WM. BORDEN, Agent, Nos. 70 and 71 West-st.

WM. BORDEN, Agent, Nos. 70 and 71 West st.

THE REGULAR MAIL LINE via STONING
TON, for BOSTON and PROVIDENCE—tidand route—
the chartest and most direct, carrying the Eastern Mail.
But steamers PLYMOUTH ROCK, Capt. Joel Stone, and
COMMODORE, Capt. W. H. Frazer, in connection with the
STONINGTON and PROVIDENCE and BOSTON and PROVIDENCE RAILROADS, leaving New-York daily (Sundays excepted) from Pier No. 2. North River, first where above Batterypiece at the condition which leaves Boston at 5:10 p. m.
The COMMODORE, from New-York Monday, Wednesday
and Staturiay; from Stonington Duckay, Thursday and Saturiday. Thursday
and Saturiday, from Stonington Duckay, Thursday and Saturiday, from Stonington Duckay, Thursday and Saturiday, from Stonington Duckay, Thursday and Saturiday, from Stonington Duckay, Thursday and Saturiday, from Stonington Duckay, Thursday and Saturiday, from Stonington Duckay, Thursday and Saturiday, from Stonington Duckay, Thursday and Saturiday in the Express Mail Train, reaching said places in advance of those by other routes, and in ample time for all the early
morning lines connecting North and East. Passengers that prefer
termin on board the steamer enjoy a might's rest undisturbed,
breakfast if desired, and leave Stonington in the 7:39 a. m. trail
of Providence.

For passage, berthe, state-rooms or freight, apply on board the steamer, or at the Freight Office, Pier No. 2, North River, or at the office No. 10 Battery-place.

FLUSHING RAILROAD—Leaves Fulton Mar-

WM. M. SMITH, Receiver.

H UDSON RIVER RAILROAD.—From Englisher 2, 1857, Trains will leave Chambers et. Station as follower Express Trains, 6:30 a.m. and 4:45 p. m.; Albany Pasenger Trains, 11:30 a.m.; for Fing Sing, 4: p. m.; for Poughkeepsie, 5:30 a.m. and 3:30 p. m.; for Peekskii, 5:50 p. m. The Poughkeepsie, Peekskii and Sing Sing Trains stop at the Way Stations. Paseninger taken at Chumbers, Christopher and Sitates. Trains for New-York leave Troy at 6:15 a.m. and 12:35 and 5:15 p. m.; East Albany at 7 and 8:25 a.m. and 1 and 6:10 p. m.; East Albany at 7 and 8:25 a.m. and 1 and 6:10 p. m.

AND ROUTE-NEW-YORK TO PROVI-AND RUCHE—NEW-TORK TROOTED AND RECORD AND RECORD AND RECORD AND RESIDENCE, HARTFORD and FISHKILL RAILROAD WILLIAM HATTOR ART FORD AND RESIDENCE TRAINED AND RECORD AND RESIDENCE AND RES

and intermediate stations.

ROCKLAND PASSENGER at 5 p. m., from foot of Chambers

R., via Piermont, for Sufferns and intermediate stations.

WAY PASSENGER at 4 p. m., for Newburgh, Middletown

od intermediate stations. EMIGRANT stop. m., for Dunkirk and Buffalo and interme diate stations.

THE ABOVE TRAINS RUN DAILY (SUNDAYS EXCEPTED.)

NIGHT EXPRESS at 5 p. m., for Dunkirk and Buffalo, et-

ery day.

These Express Trains connect at Elmira with the Elmira, Canadaigus and Niagara Falls Ralifond, for Niagara Falls, at Bingheanton with the Syracuse and Binghamton Ralifond, for Syracuse; at Corning with the Buffalo, Corning and New York Ralifond, for Rochester; at Great Bend with the Dalaware, Luckawanus and Western Ralifond, for Seranton; at Hornellaville with the Buffalo and New York City Ralifond, for Buffalo, at Buffalo and Dunkirk with the Lake Shore Ralifond, for Gleviand, Cincinnati, Tuledo, Detroit, Chicago, &c. CHARLIFS MORAN, President

NEW-YORK and HARLEM RAILROAD.—
WINTER ARRANGEMENT,
Gommencing WEDNERDAY, Jan. 6, 1858.
Trains Leave Depot corner of White and Centre-sta. New-York:
9:30 a.m., Mail Train for Albany, stopping at Williamsbridge
and all Stations north.
3:30 p. m., Express Train for Albany, stopping at the principal
Stations only.

Stations only.

6:15 p. m. For White Plains, stopping at all intermediate Stations.

Trains Leave Depot cor. 26th at. and thiav., New-York:

8:15 a. m. For Williamsbridge, stopping at all intermediate Stations.

11:30 a. m. For White Plains, stopping at all intermediate Stations.

2:30 p. m... For Williamsbridge, stopping at all intermediate Sta-2:30 p. m. For Millerton, stopping at William-bridge and all intermediate Stations north.

4:00 p. m. For Cronon Falls, stopping at all intermediate Stations.

5:30 p. m. For Williamsbridge, stopping at all intermediate Stations.

tions.
RETURNING-Trains Leave Albany for New-York:
a. m...Mail, stopping at all Stations above and at Williams bridge.

5:45 p. m. .. Express, stopping at principal Stations only.

WM. J. CAMPBELL, Superintendent.

Railroad, 5:00 a.m., 3:10 p. m. JAMES H. HOTT, Superintendent.

NEW-JERSEY RAILROAD-For PHILA-EW-JERSEY KAILKOAD-FOT PHILADELPHIA and the SOUTH and WEST, via JERSEY
CITY—Mall and Express lines leave New-York at 8 and 11 a. ra.
and 4 and 6 p. m. thre \$5. 11 and 4 go to Kensington. Through
Telects soil for Cinciumail (\$17 and \$18 \$9) and the West,
and for Baltimore Washinston, Norfolk, &c., and through bagpage checked to Washinston in 3 a. m. and 6 p. m. trains.
W. WOODRUFF, Assistant Superintendent.
No bagsage will be received for any train unless delivered and
theecked fifteen minutes in advance of the time of leaving.

NEW WIDE-GAUGE ROUTE from NEW-YORK to ROCHESTER.—The ROCHESTER AND GENESEE VALLEY RAILROAD is now open, and, in connection with the Buffato, Coming and New York, and New York and Eric Resirond, forms a direct rouse from New York to Roch.

SATURDAY April 10, 1850 WEDNESDAY. May 12, 1853
SATURDAY April 24, 1856 WEDNESDAY. May 3, 1854
SATURDAY May 22, 1859 WEDNESDAY. May 3, 1855
SATURDAY May 22, 1859 WEDNESDAY. June 3, 1855
SATURDAY. June 13, 1858 WEDNESDAY. June 3, 1856
SATURDAY. June 18, 1858 WEDNESDAY. June 23, 1856
For freight or passage aprily to
EDWARD K. COLLINS, No. 58 Wall-st, New-York
BROWN, SHIPLEY & Co., Livespeed,
R. G. WAINWRIGHT & Co., Paris.
The owners of these ships will not be accountable for gold, silver, buillion, specie, joweity, precious source or metals, unless bills of lading are algoed therefor, and the value thereof expressed levels.

Section 18, 1859 WEDNESDAY, May 12, 1856
SATURDAY May 22, 1859
SATURDAY May 12, 1859
SATURDAY May 1859
SATURDA

CENTRAL RAILROAD of NEW-JERSEY-

wanns and Western Railroad, and at Easten with the Justice Park Valley Railroad.

FALL ARRANGEMENT, commencing Oct. 28, 1857—Leave New-York for Easten and intermediate places from Pier No. 2, North River, at 74 m., 12 m. and 35 p. m.; for Somerville by above trains and at 518 p. m. and 35 p. m.; for Somerville by above trains and at 518 p. m. The above trains comeet at Elizabeth with trains on the New-Jersey Railroad, which leave New-York from the foot of Court-land:-t. at 74 and 12 a. m., and 3.20 at 5.5 p. m.

Passengers for the Delaware, Lackawanna and Western Railroad will leave at 74 a. m. only. For Leblard Valley Railroad at road will leave at 74 a. m. only. For Leblard Valley Railroad at 74 a. m. and 12 m. JOHN O. STERNS, Superintendent.

The GREAT CENTRAL ROUTE, connecting the Atlantic cities with Western, North-western and South-western States, by a continuous Railway direct. This Road size councets at Pittsburgh with daily line of Steamers to all ports on the West-ern Rivers, and at Cleveland and Sandoxly with steamers to all ports on the North-western Lakes—making the most direct, cheap and reliable routs by which FREIGHT can be forwarded to any from the Great West.

chesp sed reliable route by which FREIGHT can be forwarded to an i from the Great West.

RATES BETWEEN PHILADELPHIA and PITTSBURGH.

First Class.—Boots, Shoes, Hats and Cape, Books.

Dry Goods (in boots, bales and grunks), Drugs (in boots and bales). Feathers, Furs, Ar.

Secont Class.—Pomostic Sheeting, Shirting and Ticking (in original bales), Drugs (in casks). Hard-ward, Leather (in roller boxes). Wool and Sheep Petts, eathers, Anvilla. Sheel, Chains (in casks).

Heung, Bacon and Pork, saited (hoose or in sacks).

Heung, Bacon and Pork, saited (hoose or in sacks).

Tobacco, manufactured, except Class, or ent. Ac.

Tobacco, manufactured, except Class, or ent. Ac.

Tovario Class.—Corfee, Fish, Bacon, Beef and Pork (in casks or boots, Eastward), Lard and Lard Oll, Nails, Sooda Ash, German Chy, Tar, Pitch, Basin, &c.

Hours—To., & bibl. until further notice.

Rosin, &c.

Phouse-Tot. P bbl. until further notice.

GAIN-35c. P 100 B until further notice.

COTTON-\$2\$ P bale, not exceeding 500 B weight, until further

COTTON—# 2 P bale, not exceeding 500 B weight, until furtace notice.

In shipping goods from any point east of Philadelphia, be particular to mark the package. Via Pennsylvania Railroad." All Goods consigned to the Agents of this Road at Philadelphia w Pittsburgh will be forwarded without detention.

PRINGITY AGENTS.—Harris, Wormley & Co., Memphis, Tenn.; F. F. Sass & Co., St. Lonie; P. G. O'Reilly & Co., Exanswille, Ind.; Dumesnill, Bell & Co., and Garter & Jewett Locisville, Ky.; B. C. Meidrum, Madison, Ind.; H. Brown & Co., and Irwin & Co., Cincinnati, N. W. Graham & Co., Zanseville, Ohio; Leech & Co., No. 54 Kilby-st., Boston; Leech & Co., No. 24 Actor House, New York, and No. 49 South-st., New York; E. J. Sneeder, Philadelphia; Magraw & Koons, Baitimore; D. & Stewart, Pittsburgh.

H. H. HOUSTON, General Freight Agent, Philadelphia, H. J. LOMBAERT, Superintendent, Altoons, Pa.

January 1, 1852.

H. J. LOMBAERT, Superintendent, Altoons, Pa.

January 1, 1858.

PENNSYLVANIA RAILROAD.

THE GREAT CENTRAL ROUTE.

The Pennsylvania Railroad connects at Pittaburah with railroads to and from St. Louis, Mo.; Alton, Galena and Chicaro, Ill.; Frankfort, Lexington and Louisville, Ky.; Terre Haute, Mailson, Lafayette and Indianapolis, Ind.; Cinchanais, Dayton, Springfield, Bellefontaine, Sandusky, Toledo, Cleveland, Columbus, Zanesville, Massillon and Wosster, Ohio; also, with the steam packet-boats from and to New-Orleans, St. Louis, Louisville and Cincinnati.

Through Tickets for the East can be had at any of the above mentioned places in the West.

Passengers will find this the shortest, most expeditious and comfortable route between the East and West.

FROM NEW-YORK TO CINCINNATI IN 39 HOURS.
FROM NEW-YORK TO CHICAGO IN 35 HOURS.
FROM NEW-YORK TO ST. LOUIS IN 46 HOURS.
Fare as low as any other Route.
See hand-bills in the hotels of this city.
Through Tickets, or further information, may be had at the office of the PENNSYLVANIA RAILROAD.

No. 2 Astor House, Broadway, J. L. ELLIOTT, Agent.

### Medical.

SANDS' SARSAPARILLA.—This purely vege-A table remedy combines in itself the properties of an anti-tic, a mild cathartle and a tonic. It quickly removes from blood and other fluids of the body the impurities of mihealthy cretions which envender and feed disease. Prepared and sold A. B. a. D. SANDS, Drugnists, No. 100 Fulton et., New York

#### Legal Notices.

A IPPREME COURT.—JOHN JAI, Rec. No. of the Mechanics' Fire Insurance Company of the C. New-York, sgainst WILLIAM H. DE GROOT and Ali hits wife, Theodore R. B. De Groot and Emms his wife, Jam Murray, Charles Burral, Eliza Ware, Administratrix, and Cl Abernethy, Administrator of John P. Ware, decreased. G Opdyke and Wilson G. Hunt.—Referee's Sale in Forecloss Pursuant to a decree of Sale made in the above-entitled act a Special Term of the Supreme Court helds at the City of Yark on the Sist of October, 1837, I, the Referee in said depand will sell at malify nuclion, at the Merchanty' Exchange. Pursuant to a decree of Sale made in the above-entitled action at a Special Term of the Suprems Court held at the City of New York on the Sist of October, 1857, I, the Referree in said decree named, will sell at public austion, at the Merchants' Exchange, in New York City, on the 6th day of January, 1858, at 12 o'clock at neon of that day, the following property mentioned and described in said decree, viz: All that certain lot, piece or parcel of land, situate, lying and being in the Twelfith Ward of the City of New York, bounded and described as follows, to wit: beginning at a point on the southerly side of One-hundred-and forty-second street, distant four bundred feat south-easterly from the southerly conject of One-hundred-and-forty-second street, distant four bundred feat of the block between One-hundred-and-forty-first street and One-hundred-and-forty-second street, thence along said center line casterly on a line parallel with the said Eleventh avenue until it intersects the northerly line of the Bloomingdale road thence northersately along the said southerly line of One-hundred-and-forty-second street, thence westerly along said seatherly line of One-hundred-and-forty-second street, thence westerly along said seatherly line of One-hundred-and-forty-second street, thence westerly along said seatherly line of One-hundred-and-forty-second street to the piace of beginning. Terms made known on the day of saic.—Dated New York, December 14, 1857.

CHARLES E. WHITEHEAD, Attorney.

E. C. Halliday, Auctioneer.

The above saic is adjourned to the 14th of January, 1858, at 12 o'clock at noon, at same place.—Dated 6th January, 1858.

CHARLES E. WHITEHEAD, Attorney.

SUPREME COURT.-JOHN JAY, Receiver of NEW-YORK and ERIE RAILROAD.—On and after Monday, Nov. 9, 1857, and until further notice, Passed Option William H. DE GROOT and ALIGE E. his wife, JAMES B. MURRAY, CHARLES BURRAL, GEORGE, DINCHARLES, AND S. M. MINGO, G. HUND. wife, JAMES B. MURRAY, CHARLES BURRAL, GEORGE OPDYKE and WILSON G. HUNT.—Forcelowers Sale.—Pursuant to a judgment or decree of sale, made in the above-entitled action, at a Special Term of the Forcelowers Sale.—Pursuant to a judgment or decree of sale, made in the above-entitled action, at a Special Term of the Forcelowers Sale.—Pursuant to a popular of the Forcelowers Sale.—Pursuant to a special Term of the Forcelowers Sale.—Pursuant to a special Term of the Forcelowers Sale.—Pursuant Sale of the Sale of

Jans F&Tutf HOMER H. STUART, Referee.

SUPREME COURT—County of Kings.—Calvin De Hull against De Witt Linn and Darius A. Goodyear, survivors of Charles C. Waterhouse, deceased, Lavinia G. Waterhouse, widow of the said Giarles C. Waterhouse, Joseph F. Pendleton and Eveline F. his wife. Summous for relief—(Com. not ex.)—To the defendants, DE WITT LINN and LAVINIA G. WATERHOUSE: You are hereby summoned and required to answer the complaint in this action, which is this day filed in the office of the Cierk of the County of Kings, at the City Hall in the City of Brooklyn, and to serve a copy of your answer to the said complaint on the subscribers at their office, number 41 Wall street in the City of New York, within twenty days after the service and if you fail to answer the said complaint within the time stressed, the plaintiff in this action will apply to the Court for the relief demanded in the complaint—Dated New York, Nov. 14, 1857.

Plaintiff's Attorneys, No. 41 Wall-st.

THE PEOPLE of the STATE of NEW-YORK, THE PEOPLE of the STATE of NEW-YORK, by the Grace of God, Free and Independent—To all pursons interested in the cetate of CATHARINE BROWER, labs of the City of New-York, deceased, as creditors, legalece, next of kin, or otherwise, send Greetin; You and each of you are hereby sited and required personally to be and appear before our Surroute of the County of New-York, at his office, in the City of New-York, on the 30th day of March next, at 11 of lock in the formoun of that day, then and there to attend the final settlement of the account of proceedings of Samuel Brower, as Executor of the last Will and Testament of said deceased.

It testinony whereof, we have caused the seal of office of said Surroughe to be hereoute affixed. Witness, ALEXANDER W. BRADFORD, esg. Surrogate of our said [1. s.] County, at the City of New-York, the 35th day of December, in the year of our Lord one thousand cight hundred and fifty-seven.

A. W. BRADPORD,

BEAUTY OF SLAVERY AND SLAVE HUNTERS .- A few weeks ago, three negroes—some dark, some brown—were wending their way, whence we knew not; but, on arriving at Nemaha City, on their way northward, where they received their breakfasts, and informed our citizens that they were traveling up the Missouri River, and intended to cross as soon as "the informed our clinees that help were that all give the land of freedom" made its appearance on the opposite side—being overheard in these unsophisticated declarations, they were suspected of being slaves. This suspicion being communicated to some of the citizens of Brownsville, five miles distant, was sufficient to arou-sethechivalry and Pro-Slavery proclivities of acertain portion of the citizens there. In a short time many knights were well equipped, sitting upon their horses and—mades, gallantly rallying the people, in the name of the United States by virtue of the "Fugitive Slave law," and in the name of the Territory of Nebraska, by virtue of its discriminating laws as between negroes, mulattoes, and those negroes who have white faces; and finally, the recruits were sufficiently formidable to give the requisite courage to the chivalrous projectors of the laudable attack; and at it, pell-mell, with a hurrale, the "valiant sons of free-mea" went.

# New York Daily Tribune.

THE LOVE KNOT. BY NORA PERRY. Tying her bonnet under her chin, She tied her raven ringlets in. But not alone in the silken snare Did she catch her lovely floating hair, For, tying her bonnet under her chin. She tied a young man's heart within.

They were strolling together up the hill, Where the wind comes blowing merry and chill And it blow the curls a frolicsome race, All over the happy peach-colored face. Till, scolding and laughing, she tied them in, Under her beautiful, dimpled chin.

And it blew a color, bright as the bloom Of the pinkest fuschia's tossing plume, All over the cheeks of the prettiest girl That ever imprisoned a romping curl. Or, in tying her bonnet under her chin, Tied a young man's heart within.

Steeper and steeper grew the hill— Madder, merrier, chiller still The western wind blew down and played The wildest tricks with the little maid, As, tying her bounet under her chin, She tied a young man's heart within.

Oh, western wind do you think it was fair Oh, western wind up you think it was lar.
To play such tricks with her floating hair?
To gladly, gleefully do your best
To blow her against the young man's breast,
Where he as gladly folded her in.
And kissed her mouth and dimpied chin? Oh, Ellery Vane, you little thought, On, Enery vale, you be sought
An hour ago when you be sought
This country lass to walk with you,
After the sun had dried the dew,
What perilous danger you'd be in,
As she tied her bounet under her chin,

KANSAS. ITEMS OF NEWS.

From Our Special Correspondent. LAWRENCE, K. T., Dec. 30, 1857. Much doubt still shrouds the result of the bogus

election, but that it is going to prove one of the most flagrant of Kansas frauds is now certain. 2,800 votes are returned from Johnson Co., 1,200 at Oxford, 800 at Shawnee, and the other 800 at a few other Pro-Slavery holes. Of course no such vote was ever polled. It is a mere swindle of returns of the most barefaced character. On my return from the south yesterday I passed through Oxford, Shawnee, Monticello, Lexington and a few of the other points, and from what I learned there were less than 400 votes really polled, Missouri votes and all. "Col." Titus came out from Kansas City, and brought a band of Border Ruffians from that place and Westport to a little new town eight miles in the Reserve from Westport, called Shawnee. A few others from the State really voted at several of the precincts, but the actual vote thrown, bogus and all, was short of 700. The Johnson County vote is a great bogus monster. Bogus returns are being sent in from other points, and I think it is the design to swell them to 6,000 or 7,000—perhaps more. The great bulk of these, however, are for the "Democratic ticket"-"Con stitution WITH Slavery." The supposition that the Border Ruffians would, for any consideration, report themselves even nominally in a minority, is a mis-take. I learn that it is the intention to duplicate

these returns, next Monday, on their State officers.

Greater uncertainty exists in the Free-State ranks than is desirable. The Delegate Convention determined not to vote. A few disaffected got up a bolting ticket. Some others have since urged the propriety of voting. Gov. Robinson and Gen. Lane went up to Topeka yesterday, got a meeting called, and resolutions were passed declaring that it would be desirable to secure the Legislature at east. Last night a meeting was held in Lawrence. An attempt was made by several persons to make the people still go into the election and harmonize the bolters. Gen. Lane and Gov. Robinson made speeches exerting all their influence, but in vain. A resolution was passed affirming the action of the Delegate Convention, which refused to vote. T. Delegate Convention, which retused to vota. T.
D. Thatcher, esq., spoke in favor of the non-voting
position. He was very well received. Gov. Robnson spoke again, and took the position that although the party did not go in and vote, yet individuals could go in and vote. Although the Lawrence meeting refused to concur in any proposal for
voting, those who took that position have influence
enough to distract matter accordance. enough to distract matters considerably. Their argument is, that we have not now time to nomi-

This fresh attempt to determine the policy of the party originates partly from the advise of promi-nent men outside of Kansas, who have strongly ad-vised it as a security. At this late hour it can only embarrass the action of the Free-State party, and precipitate them into an election unprepared for it, when they will have Border Rufflandom and all its frauda to contend with

its frauds to contend with. Secretary (Acting Gov.) Denver has issued a new proclamation. It has neither legal weight nor im-portance, and only exhibits a slavish subservience to the Calhoun regency. It is in relation to the State election under the Calhoun regency and the bogus schedule. It is neither more nor less than an elaborate apology for that vile affair. He attempts to show that the term "inhabitant" means resident, as it occurs in the schedule. He ignores the recent law and the election officers appointed by Acting-Governor Stanton before the removal of the latter. Calhoun & Co. he recognizes. Under such a view of the case it is astonishing that he should have presumed to issue a proclamation, as he has no authority to do so. His proclamation is not worth the paper on which it is written. His power in the premises is nothing in regard to that election. He only exhibits his slavishness to the usurpation, and significantly shadows forth what we may expect of the United States army that he

is scattering broadcast over Kansas. A very effective army, well munitioned and pre pared for actual hostilities, is stationed at the differ-ent points in Kansas. Gen. Harney commands.

ing, to be sure, in a quiet sort of way each year; but we are innocent of speculation, and know nothing of the rage for "corner lots," and all that sort of thing. As a consequence, the pressure of the hard times is felt much less severely here than is many sections where evertrading and speculation have been the order of the day. Our merchants are all sound, our currency is good, consisting almost exclusively of gold and silver, with the full secured bills of the banks of our own State and Illinois. Yet everybody complains of "tight times," such as we have not known for many years. The great reason of it is that the farmers, except a few who were fortunate enough to sell their grain at high prices immediately after harvest, have not been able to sell their grain for what they consider a fair remineration, and being perfectly independent, snap their fingers at merchants and mechanics whom they owe, and resolve to wait for high prices, such as a dollar per bushel for wheat. The result is that the crops are for the most part in the hands of producers, and everybody is suffering for the want of the money which they ought to bring. The present prices of some of the principal staples are as follows: wheat, 45 to 50 cents per bushel; corn, 20 to 25; outs, 20; barley, 50 to 60; potatoes, 25 to 30; flour, \$4 50 per barrel; pork, \$4 50 fo \$5 per hundred; butter, 124 to 15 cents; lard, 10 cents; eggs, 15 cents per dozen. The farmers have a most wonderful degree of faith in higher prices in the Spring, wherein, I think, they will be greatly disappointed. One thing, however, is true. We were led, by the flattering appearance of the eraps while growing, considerably to overestimate the yield. In this section it will be about a fourth less than was anticipated. Wheat will give about 15 or 20 bushels per acre; oats, 40 to 50; corn, 35 to 45; barley, 25 to 30. A great deal of the corn did not ripen, though the appearance of the corn did not ripen, though the appearance of the corn did not ripen, though the appearance of the sev

snow on the ground, which is but little frozen, and the Mississippi is open above Prairte du Chien.

Labor does not command quite as high prices now as it did, but is still in good demand. Carpenters and masons get from \$1 to \$2.50 per day, and other mechanics in proportion. Common laborers from 75 cts. to \$1.25 per day. Farmers pay from \$11 to \$18 per month, and board, and in harvest, when there is always a great deficiency of help, from \$1 to \$2 per day. Servant girls get from \$1 to \$2.50 per week, and good ones it is generally very hard to get. Hoping you may find this letter, lengthered beyond my expectations, worth publishing, and wishing you a happy New-Year, I am yours truly,

MARINE AFFAIRS.

THE LAUNCH OF THE LEVIATHAN. From The Mechanics' Magazine.

Mr. Brunel has not been altogether unfamiliar with failures; but no failure of his did ever so much to lower the reputation of English engineers as the launch of the Leviathan. Having first, by the construction of that enormous vessel, concentrated the attention of the world upon him, he has now presented to it the most costly example of folly that was ever seen. Was ever such a spectacle witnessed as thousands upon thousands have for weeks past beheld on the Thames I are English engineer, at the head of multitudes of thousands have for weeks past beheld on the Thames I—an English engineer, at the head of multitudes of mechanics and laborers, breaking ponderous engines, rending enormous cables, crushing solid masses of timber, bursting strong iron vessels, forcing up the soil, tearing up the very bed of the river, expending vast sums of money, impoverishing shareholders, running the vessel herself, spreading terror around, imperiting life—keeping this up day after day, week after week, and even month after month, and all in order merely to lower a saip from the shore to the river! It is our imperative duty to endeavor to transfer the disgrace of such a seene from English engineering science to the individual engineer who is alone responsible for it. If the scene had been connected with an undertaking of the Government, a thousand journals would have teemed with reproach and invective. If the Admiralty happen even to purchase a ship nals would have teemed with reproach and invective.

If the Admiralty happen even to purchase a ship
which, after a time, turus out bad, men cannot refrain
from seeking to trace the fault to some unhappy public servant, and to visit him with becoming retribution. Why, then, should the press pass unnoticed the
blunders of a private individual who has far outstripped the mismanagement with which any Government ever executed a work of plain, practical engineering?

The question to be asked is, why was the Leviathan built where she is? (for we cannot here discuss the advantages and disadvantages of such a vessel in the abstract.) Recent experience, both in our owa dockyards and in America, has shown that the iannehing of ships much less in weight than the Leviathan is sometimes attended with difficulties which are not easily overcome: such, for example, as the stoppage of the ship apon the ways, as in the case of the Casar at Pembroke Dock, the Mariborough at Portsmouth, and the Queen of the Pacific at New-York.

In all these cases, mereover, the ship was launched lengthwise, in the usual manner, so that the weight was more easily distributed over a large surface than when side-launching has to be resorted to. With these facts before him, it was, in our judgment, an altogether unnecessary display of self-confidence in Mr. Brunel to build the ship where she is, particularly as the narrowness of the river and the populousness of its banks rendered a rapid launch extremely

must go into the election for the Legislature, and thereby prevent the possibility of the Pro-Slavery party getting two United States Senators in Congress.

Beside the influence which the inherent difficulties of the case must have exerted upon Mr.

Brunel, the further influence of professional dissua-Brunel, the further influence of professional dissuasion was, we are informed, brought to bear upon his
judgment. At the Institution of Civil Engineers, before the ship was commenced, strong adverse opinions were, we are told, expressed to him by several
influential members of that cultivated and experienced body, but without effect; and it is even rumored that a chalk-pit near the Thames was offered
the company as a dock to build the ship in, for a total
rental of £10,000, the owner undertaking to fit it
with suitable gates, &c., for the purpose. But
whether this be true or not, Mr. Brunel's best friend
(if he have friends, of which our intercourse with engineers renders us doubtful) cannot question that the
construction of such a ship upon such a spot as that
selected was most rash and improvident. A outlable
dock would have cost far less than the launch has
cost. The exhibition of himself, mounted upon a rostrum, with signal flags in his hands, amid thousands
of spectators at a grand launch, can hardly be considered to have weighed greatly with Mr. Brunel in selecting the site, even were he supposed capable of
having foreseen the august presence of the Siamese
Embasadors. Embassadors.

Embalsadors.

Some persons will probably think these statements of ours might have been made earlier with advantage. This we do not believe. We certainly should have made them when the first failure occurred with the launch, but we thought it would be more graceful to defer them until the vessel was afloat. That event has, however, been so long postponed that it seems imprudent to wait longer for it. Had we made such statements at the outset of the vessel's construction, they would not have turned Mr. Brunel from his purpose, and could have had no other effect than that of pose, and could have had no other effect than that of flinging the heavy pecuniary burden which has now to be borne upon the shoulders of fewer shareholders.

is scattering broadcast over Kanasa.

A very effective army, well munitioned and prepared for actual hostilities, is stationed at the different points in Kanasa. Gen. Harney commands. The soldiery have on several occasions already grossly insulted the citizens. Should these things recur, there will be some soldiers shot.

\*\*MATTERS IN S. W. WISCONSIN.\*\*

Correspondence of Tas N. I. Tribuns.

\*\*PLATIFULLE, Grant Co., Wis., }

December 25, 1837, 5

By this mail I seed you a club of about thirty subscribers to The Weekler I received the contempt and a state of the formation of any clubs for This Tribuns, at his office, as his Democracy is of comparatively recent origin, and it is necessary for him, like other new converts, to attest the genuineness of his professions by extra zeal. We like The Tribuns, however, so well that we do not mean to be deprived of it by any formation and prairie, which within a few years pash has been rapidly filling up with substantial settlers. The place has about 1,700 inhabitants, and the original attraction to immigrant here were the rich lead mines, which are not yet by any means exhausted, though the town as austanded now chiefly by the various manufacturing establishments here (of which few places of the West of the same size have more), and by the trade of the farming community, which centers here from a considerable area of country. We have a first-rate academy here, with about 160 pupils now in attendance, which attracts to us a great many of the right class of settlers. Our village is the largest in this poylous afforms and prairies and proving the receipts have a first-rate academy here, with about 160 pupils now in attendance, which attracts to us a great many of the right class of settlers. Our village is the largest in this poylous and foursaking country, and by the brachies the sign have failed the sequence of the sign of the receipt has a fail the combined powerly et brought of more proving the receipt has a fail the combined powerly et brought of the angelia and the sig